

CITY OF RENO

Planning Commission

July 9, 2014
Staff Report

Agenda #

V11-2

Ward #

2

CASE No.: LDC14-00042 (Dolan Lexus SUP)

APPLICANT: Tom Dolan

APN NUMBER: 043-282-06

REQUEST: This is a request for a special use permit to establish an auto sales and service use on a ± 6.3 acre site.

LOCATION: The ± 6.3 acre site is located on the southwest corner of the South Virginia Street/Green Acres Drive intersection (7175 South Virginia Street) in the MU/SVTC (Mixed Use/South Virginia Transit Corridor) zones. The site has a Master Plan land use designation of Special Planning Area/South Virginia Street Transit Corridor.

PROPOSED MOTION: Based upon compliance with the applicable findings, I move to approve the special use permit, subject to conditions.

RECOMMENDED CONDITIONS OF APPROVAL:

All conditions shall be met to the satisfaction of Community Development Department staff, unless otherwise noted.

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports, materials and City codes, City codes in effect at the time the application is submitted, shall prevail.
2. The applicant shall apply for all building permits for the project within 18 months from the date of final approval, and continuously maintain the validity of those permits, or this approval shall be null and void.
3. Prior to issuance of any building permit, the applicant shall attach a copy of the final approval letter.
4. The applicant, developer, builder, property or business owner, as applicable, shall continuously maintain a copy of this approval letter on the project site during the construction and operation of the project/business.

The project approval letter shall be posted or readily available upon demand by City staff.

5. Prior to the issuance of any permit, the applicant shall have plans for all public improvements approved by the Community Development Department and shall obtain associated encroachment and excavation permits.
6. Prior to issuance of any building permit, the applicant shall have plans approved to provide sidewalks and demonstrate accessible and ADA compliant pedestrian routes from adjacent public rights-of-way to the on-site building.
7. Prior to the approval of any permit, the applicant shall demonstrate all finish floor elevations and site improvements adhere to RMC for locations within a Shaded 'X' FEMA Flood Hazard Zone.
8. Prior to the approval of any permit, the applicant shall demonstrate that all project driveways meet the width and geometric design requirements per the Public Works Design Manual. Appropriate signage and pavement markings shall be installed for each driveway and on-site drive aisle depicting the access conditions and any turning movement restrictions. The project plans shall include appropriate traffic signage and striping to keep the on-site drive aisle clear for traffic entering the site from the project driveway on South Virginia Street.
9. Site circulation design, traffic devices, and operational characteristics of the common use driveways, on-site drive aisles, emergency accesses, fire access lanes, pedestrian routes, sidewalks, and parking areas shall be in accordance with the Public Works Design Manual and shall meet with the approval of the City Fire and Community Development Departments.
10. Prior to the approval of any permit, the applicant shall demonstrate all necessary on-site and off-site easement vacations, relocations, and grants are complete or in place. These easements include, but are not limited to: public use, site access and cross access, utility access, emergency access, maintenance access, storm drains, and utility improvements. All required access, storm drainage, and utility improvements shall be constructed prior to the issuance of any certificates of occupancy.

BACKGROUND: The site currently contains a ±33,252 square foot building that was used for automobile sales and service dealerships from 1986 through 2010. No auto sales use has been licensed or in operation on the site for approximately the last four years. The existing one story building will be demolished and replaced with a new two story ±68,506 square foot car dealership, containing a showroom, offices, lounge area, café,

business lounge, service bays, carwash facilities and service areas. Since the previous auto sales and service business on the site ceased operations for over six months and other intervening uses operated in the building subsequently, a Special Use Permit (SUP) is required to reestablish an auto sales use on the site per the MU/SVTC zone [RMC 18.08.201(e), Table 18.08-7].

ANALYSIS:

Land Use Compatibility: Land use surrounding the site consists of: mixed commercial uses to the north and east; vacant property to the south and the US 395/I-580 freeway to the west. The project is proposed to operate between the hours of 7:00 a.m. and 9:00 p.m. Monday-Saturday; and 9:00 a.m. to 7:00 p.m. on Sundays. The proposed hours of operation would be less than the operational hours of surrounding non-residential uses, which can operate 24 hours a day by right. This use could operate 24 hours a day by right, as well, because the property fronts on South Virginia Street and is not adjacent to residentially zoned property. The proposed building is oriented to face South Virginia Street with service entrances/exits located on the north and south sides. A majority of the auto inventory will be parked on the west side of the building adjacent to the freeway and will be enclosed with fencing and screened by landscaping. Based on the sites historic use as an auto dealership, its location adjacent to non residential uses and the proposed days and hours of operation this project should have a minimal impact on surrounding uses. In addition, the project will not generate window placement/privacy issues as there are no residential uses in the vicinity of the site that would be affected by project windows. Given the above, the use proposed at this location is appropriate and compatible with surrounding uses **(SUP findings a, e, f & h)**.

Urban/Environmental Design: The proposed two story building contains the uses and amenities discussed above in the Background section of this report. Architecture proposed provides appropriate horizontal and vertical articulation on all sides of the building; and provides appropriate display window area facing the streets as required in the MU zone (Exhibits A & B). The MU/SVTC zone in this location is classified as a secondary TOD corridor and has no minimum FAR (Floor Area Ratio) requirement.

The MU/SVTC zones require new buildings to be oriented and placed on the front yard setback line (in this case 18 feet from South Virginia Street and 10 feet from Green Acres Drive), or separated from the front building setback line with pedestrian amenities such as plazas, artwork, fountains, seating or landscaping. As proposed, the building orientation/setback exceed the minimum 18 foot setback from the curb on South Virginia Street (± 118 feet); and the minimum 10 foot setback from curb on Green Acres Drive (± 90 feet). To compensate for the increased building setbacks, enhanced pedestrian amenities consisting of a stamped concrete walkway to a stamped concrete plaza containing a fountain or artwork, moveable landscape planters and seating, and a changeable auto display area (not rows of parked cars), will extend west to the building entrance on South Virginia Street. Similar landscaping and pedestrian improvements are proposed between the building and Green Acres Drive (Exhibit C). A 28 foot wide

access driveway is also located in both front yard areas to provide required fire access around the building. (**SUP findings a & e**).

Signs proposed consist of one 31 foot tall, eight foot wide (248 square feet), internally illuminated, freestanding project identification sign located adjacent to South Virginia Street; and four, internally illuminated, wall signs containing less than 50 total square feet located on the east, south and west elevations of the building, respectively (Exhibit D, 6 pages). The MU/SVTC zone allows one freestanding sign per street frontage with a maximum combined freestanding sign area of 375 square feet; and a maximum of 400 square feet of wall sign area with five foot tall letters for this project. The freestanding sign is less than the maximum height (35 feet) and area (250 square feet) allowed in the MU zone. As proposed, the wall signs are complimentary to the building style and integrated into the building facades as required in the MU zone [RMC 18.08.301(a)(8)]. A sign permit is required for installation of the project signs. Compliance with MU code standards regarding the number, size, height and type of signs would be verified during staff review of the sign permit(s) (**SUP finding g**).

Landscaping proposed ($\pm 56,108$ square feet with 213 trees) exceeds the code requirement for area (20% or 55,277 square feet); and meets the tree requirement (213 trees) (Exhibit C).

Based on a study provided by the applicant, parking proposed (290 spaces) equals a 10% reduction from code parking requirements (322 spaces) for this use. However, code allows the number of spaces to be reduced by up to 50% if a parking study is submitted to justify the reduction. The parking study is based on the American Planning Association Parking Standards Manual and appears to be appropriate in this case. Accessible (8 spaces) and bicycle parking (15) provided meet the code requirement for this use. In accordance with code, required parking has been placed to the side and rear of the building.

The MU zone requires pedestrian amenities equal to one percent of the total project cost, exclusive of land and financing [18.08.301(A)(6)]. The project appears to meet this requirement, which must be verified with the project building permit.

The MU zone requires development within transit corridors to incorporate a minimum of two of the following sustainability elements into new projects: re-use of existing buildings, recycling of building materials, permeable parking lots, energy efficient building envelopes and electrical systems, larger caliper trees in pedestrian amenities, or other design elements approved by the administrator [18.08.301(a)(14)]. According to the application, this project will utilize LED lighting, incorporate swales within landscape areas to reduce drainage runoff, utilize low E insulated glass, install occupancy sensors to turn interior lights on and off, and utilize reflective ceilings and skylights to bring natural light deeper into the building to reduce electricity use for lighting. This requirement will be verified with review of the project building permit (**SUP finding f**).

Public Safety: Comments received from City Fire staff indicate that all future development on the site is required to comply with the 2012 edition of the International Fire Code as amended and adopted by the City of Reno. Such compliance includes, but is not be limited to, fire department access, fire sprinkler systems, fire alarm systems and fire hydrant placement (**SUP finding c**).

Police staff comments indicated they had no issues or concerns with the project design (**SUP finding c**).

Public Improvements: The application included a sanitary sewer study to demonstrate that sanitary sewer capacity exists in the City of Reno sanitary sewer trunk line in Green Acres Drive to serve the proposed development. Based on PWD criteria, the total sewage generated by the development would be unchanged from the previous development on the site. As such, no increase in sanitary sewer flow is anticipated to be generated by the development. The existing trunk line in Green Acres Drive was analyzed in 2009 as part of the Central & South Reno Sanitary Sewer Interceptor Capacity Analysis and found to have sufficient capacity (**SUP finding d**).

A small portion of the southeast corner of the site is located in a FEMA “Zone A” flood zone. The remainder of the site, including the area where the new building is proposed is in a FEMA “Shaded X” flood zone. The “Shaded X” flood zone designation is not regulated by FEMA but the City of Reno Development Code requires the floor of all structures to be elevated a minimum of one foot above either the highest adjacent grade or the top of curb of the adjacent roadway. Compliance with code must be demonstrated in the building permit set (Condition No. 7).

Existing City of Reno storm drain facilities traverse the south portion of the site from west to east. A portion of these facilities will require relocation due to a conflict with the proposed building location. The developer should be required to abandon the old facilities and easements as well as provide new facilities and appropriate access easements for all public storm drain facilities (Condition No.10).

The proposed development requires a greater percentage of landscaping than is currently on the site. As such, the on-site storm runoff from the development will be reduced when compared to existing conditions. In addition, code requires the applicant to demonstrate the use of Low Impact Development (LID) techniques to provide additional water quality benefits. This will be reviewed by staff for code compliance with the project building permit.

Traffic, Access and Circulation: There are no roadway capacity improvements identified in the 2035 RTP for South Virginia Street adjacent to the project. The RTC reviewed the proposal and noted that there were no regional transportation issues.

The applicant provided a traffic study to demonstrate that the adjacent roadways and intersections will function at an acceptable level of service with the addition of the proposed project. No new access locations are being proposed and the only intersection movement to be degraded with the addition of the project is the eastbound left turn movement at the project driveway with South Virginia Street. This movement will degrade from a Level of Service (LOS) A to a LOS B.

The site plan shows the existing project driveway onto South Virginia Street as ending at the property line. However, the existing approach extends onto the parcel south of the development to provide shared access to both parcels. This approach should be striped to provide shared access and two eastbound lanes onto South Virginia Street. Additionally, the throat of this driveway provides approximately 60 feet of storage to the first on-site drive aisle. Any stacking at this driveway has the potential to back traffic onto South Virginia Street. As such, the project plans should include appropriate traffic signage and striping to keep the driveway throat clear for traffic entering the site from South Virginia Street (Condition Nos. 8 & 9).

The project proposes to construct improvements, including sidewalks, within the city right-of way for Green Acres Drive and South Virginia Street. An Encroachment and Excavation permit will be required for any improvements within City of Reno right-of-way (Condition No. 5). The applicant should also be required to provide sidewalks and demonstrate accessible and ADA compliant pedestrian routes from adjacent streets to the on-site building (Condition No. 6) (**SUP finding d**).

Master Plan: The project is consistent the Special Planning Area/South Virginia Street Transit Corridor Master Plan land use designation on the site. As proposed and with recommended conditions, the project appears to be consistent with the following applicable Master Plan policies and objectives: P-1 site access safe convenient and logical with minimal impacts onto adjoining roads; CD-2 locate new commercial development in existing centers; CD-6 hours of operation and general activity level should be sensitive to surrounding land uses; CD-16 encourage attractive landscaping in center plan areas and along arterial streets; CD-30 encourage properties located in center plans and along arterial streets to provide landscaping appropriate to the related environment; BD-1 development density, building mass and architectural details should be sensitive to the area; BD-3 new structures should compliment adjacent structures and provide a human scale near ground level; SD-2 commercial centers should incorporate compatible architecture, color, signs and landscaping; SD-3 signs should be designed as an element of the building advertised; Objective #1: Site Design; Objective # 9: Integrated Design; Objective # 11: Compatibility; Objective # 13: Scale; and Objective # 19: Access (**SUP finding b**).

South Virginia Street Transit Oriented Development Corridor Plan (SVTCTOD): This project is located in the SVTCTOD and is consistent with the following applicable Policies:

Policy 1-Identity:

- B. New developments should build in context to the surrounding area, through building scale and density, landscaping, signage, and building materials.

Policy 4 - Intensity/density

- A. No minimum FAR or density should be required south of the Convention Regional Center until Rapid Transit Stations or similar facilities are constructed in that area.
- C. Infill and redevelopment should be encouraged for the underutilized and vacant parcels.

Policy 5 - Pedestrian Connections

- A. A safe and inviting environment for transit, pedestrians, and bicycles should be established. Streetscape amenities including landscaping, benches, crosswalks, median refuges on large streets should be provided.
- B. Shared driveways, access, and parking between buildings and parcels should be provided to limit street access points and to minimize conflicts between vehicles and pedestrians.
- C. Safe, visually attractive, and well-defined pedestrian walkways from parking areas, park-and-ride areas, and transit stops to building entrances should be provided.

Policy 6 - Quality Site Layout/Urban Design

- A. Buildings should be oriented to the sidewalk to provide a prominent pedestrian access and the development of public space along the street frontage should be encouraged.
- B. A variety of building heights and forms to create visual interest and establish a distinct identity with architectural detail that provides a high level of interest at the street level should be encouraged.
- F. Building height and massing should be designed so it contributes to the human-scaled environment, by using architectural elements, such as canopies, awnings, planters, and flower boxes.
- G. The use of "green" technologies should be encouraged, including building materials and energy, water, and land conservation.

Policy 7 - Parking Management

- A. Parking should not be located between the sidewalk and the front of buildings and a convenient and safe pedestrian access to the building should be provided. Parking should be provided on the side, rear or within the building.

Policy 8 - Public Space

- B. Public spaces should be developed with various features including smaller amenities such as fountains, artwork, and benches (**SUP finding b**).

General Code Compliance: As proposed and with recommended conditions the project is consistent with applicable code.

Other Reviewing Bodies:

Washoe County Health District: The applicant will be required to comply with Health Department regulations related to: installation of water quality inserts in any on site private catch basins; and the design and construction of onsite drainage swales.

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Mixed Commercial	Special Planning Area/South Virginia Street Transit Corridor	MU/SVTC
SOUTH	Vacant	Special Planning Area/South Virginia Street Transit Corridor	MU/SVTC
EAST	Mixed Commercial	Special Planning Area/South Virginia Street Transit Corridor	MU/SVTC
WEST	I-580 Freeway	Freeway	N/A

LEGAL REQUIREMENTS:

RMC 18.06.405(e)(1) Special Use Permit

FINDINGS:

Special Use Permit: General special use permit findings. Except where specifically noted, all special use permit applications shall require that all of the following general findings be met, as applicable.

- a. The proposed use is compatible with existing surrounding land uses and development.

- b. The project is in substantial conformance with the master plan.
- c. There are or will be adequate services and infrastructure to support the proposed development.
- d. The proposal adequately mitigates traffic impacts of the project and provides a safe pedestrian environment.
- e. The proposed site location and scale, intensity, density, height, layout, setbacks, and architectural and overall design of the development and the uses proposed, is appropriate to the area in which it is located.
- f. The project does not create adverse environmental impacts such as smoke, noise, glare, dust, vibrations, fumes, pollution or odor which would be detrimental to, or constitute a nuisance to area properties.
- g. Project signage is in character with project architecture and is compatible with or complementary to surrounding uses.
- h. The structure has been designed such that the window placement and height do not adversely affect the privacy of existing residential uses.

Staff: Vern Kloos, AICP, Senior Planner



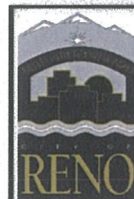
LDC14-00042 (Dolan Lexus SUP)

 Subject Site

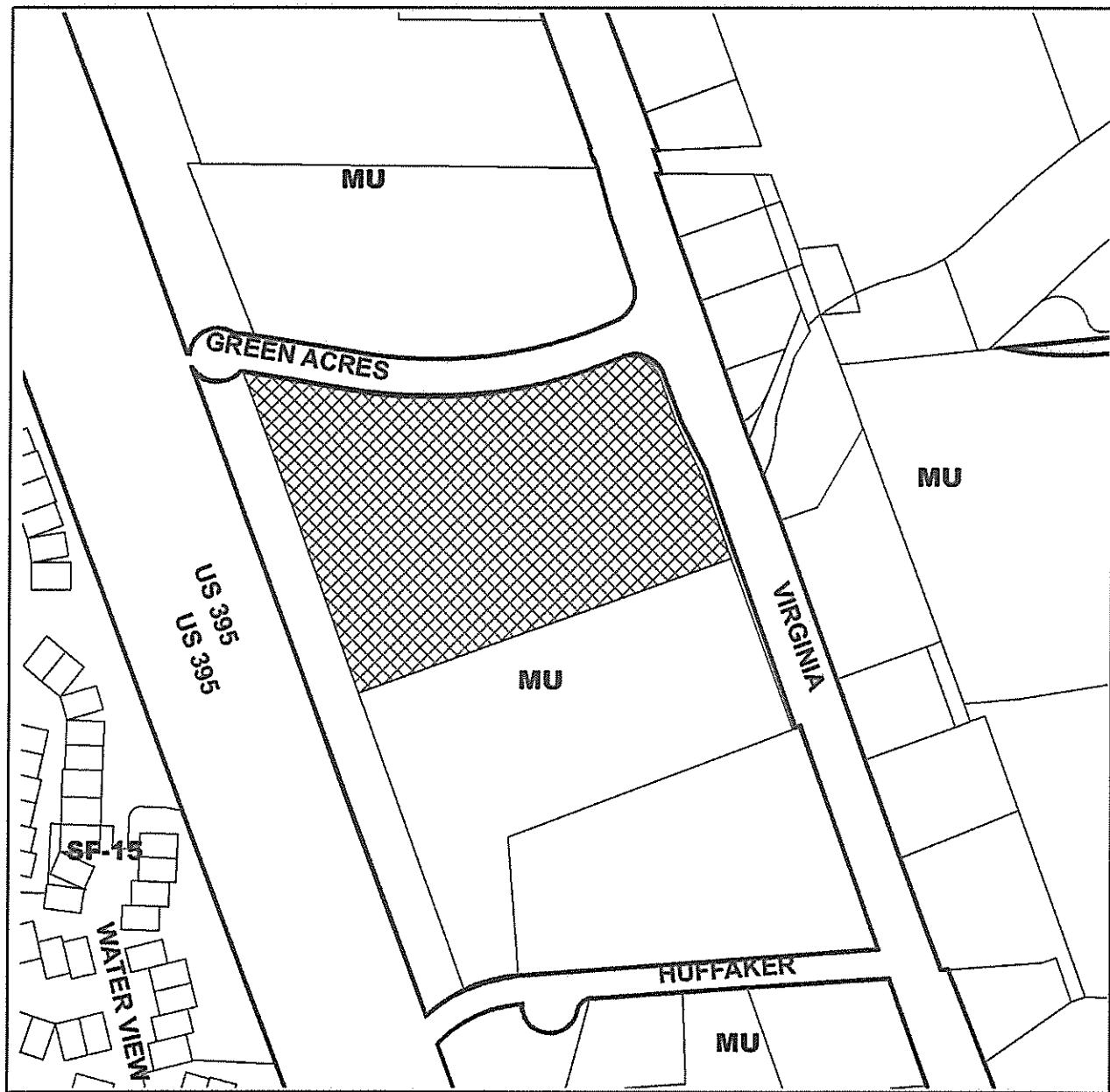
 City Limits



0 35 70 140 210 280 Feet
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Map Produced: June, 2014



Community Development Department
1 East First Street Phone: 334-2063
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com



LDC14-00042 (Dolan Lexus SUP)



Subject Site



City Limits



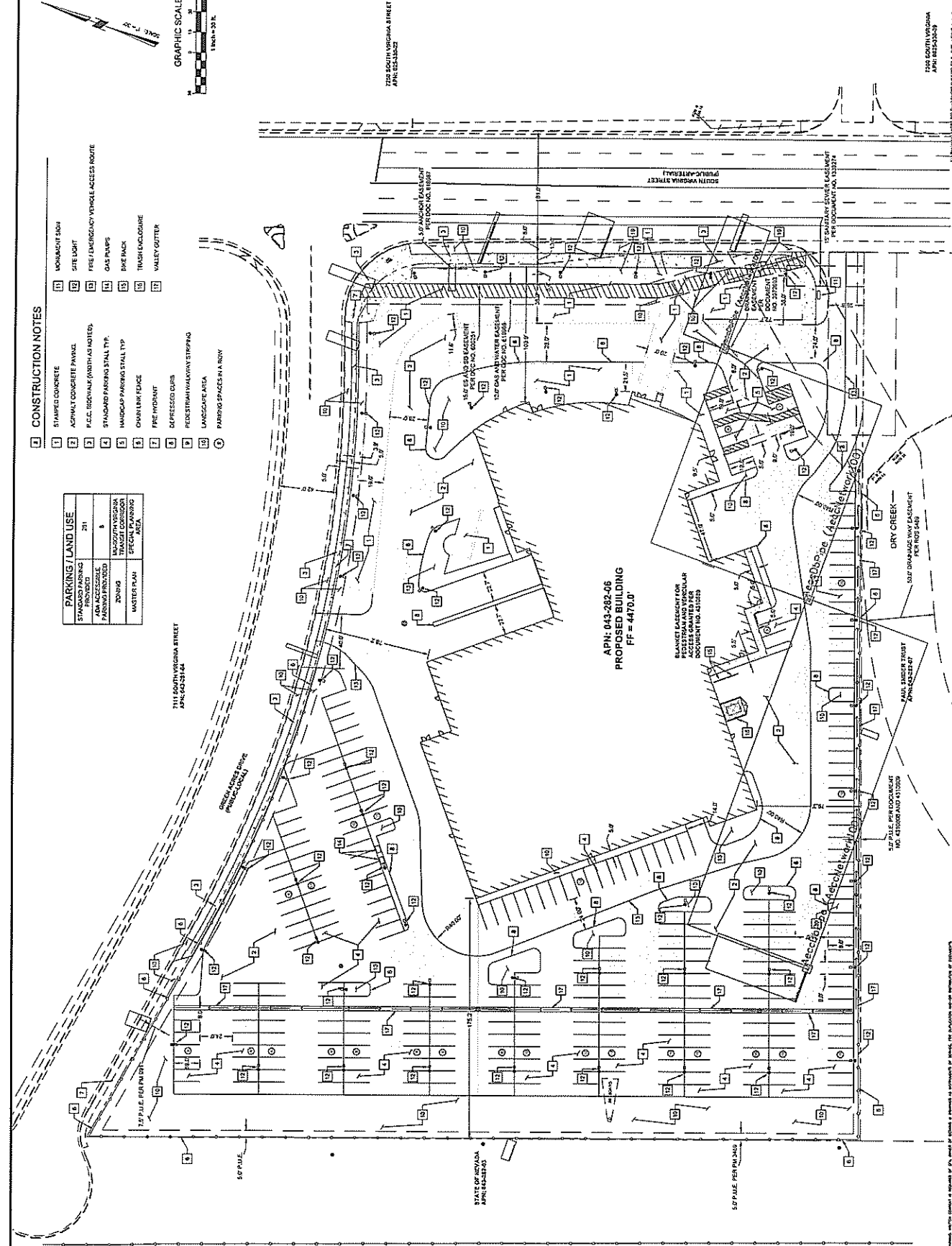
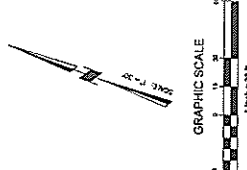
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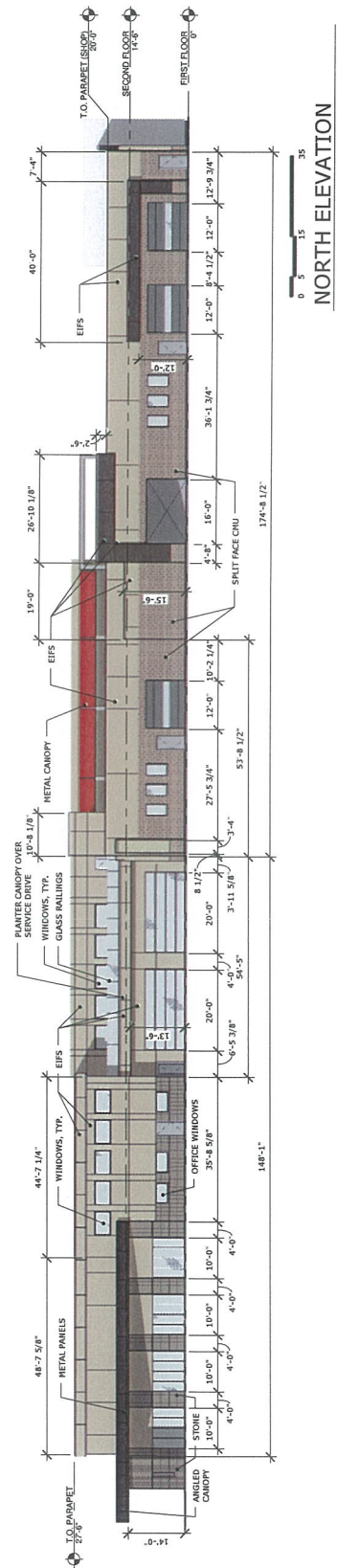
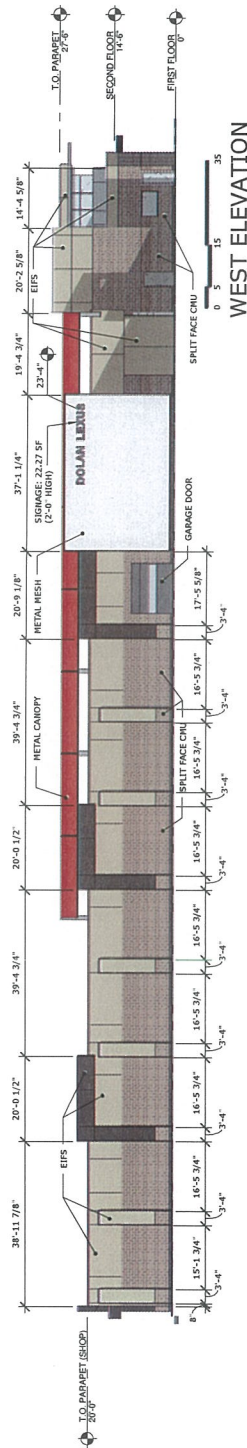
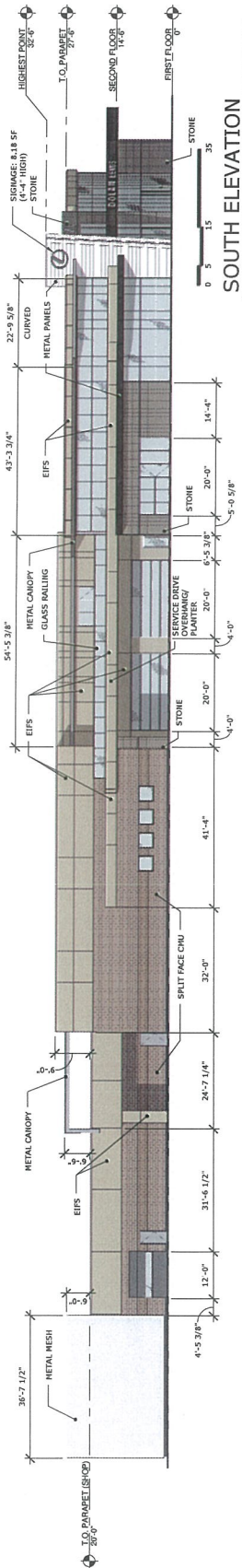
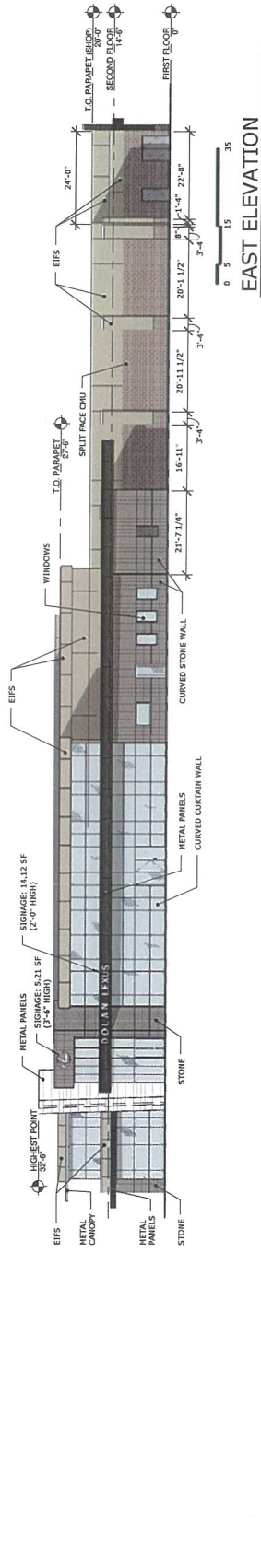


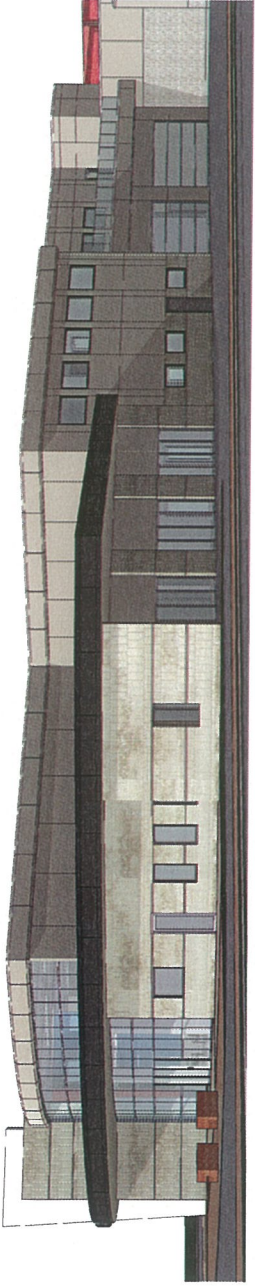
Community Development Department

1 East First Street Phone: 334-2083
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com

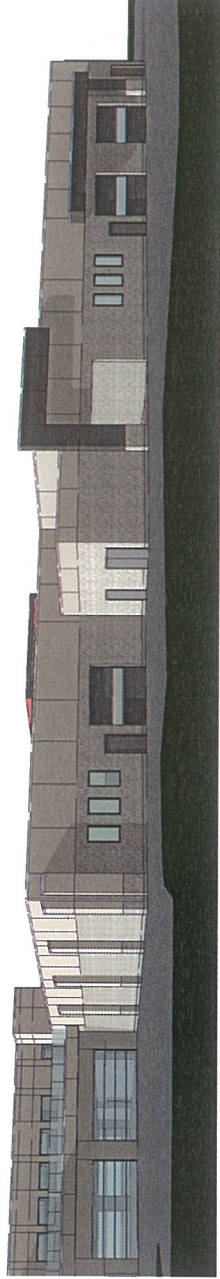
PARKING / LAND USE	
STANDARD PARKING PROVIDED	231
ADA ACCESSIBLE PARKING PROVIDED	5
2016	BLISS/WH/VS/2016 TRANSIT CONSIDER SPECIAL PARKING AREA
2016	MASTER PLAN



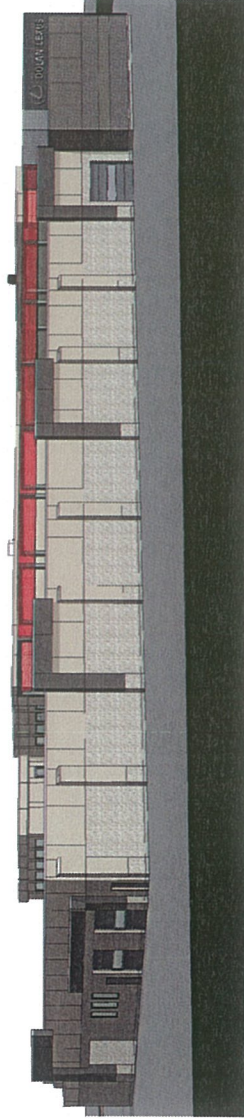




NORTHEAST CORNER



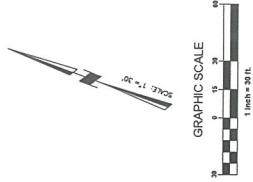
NORTH SIDE SHOP

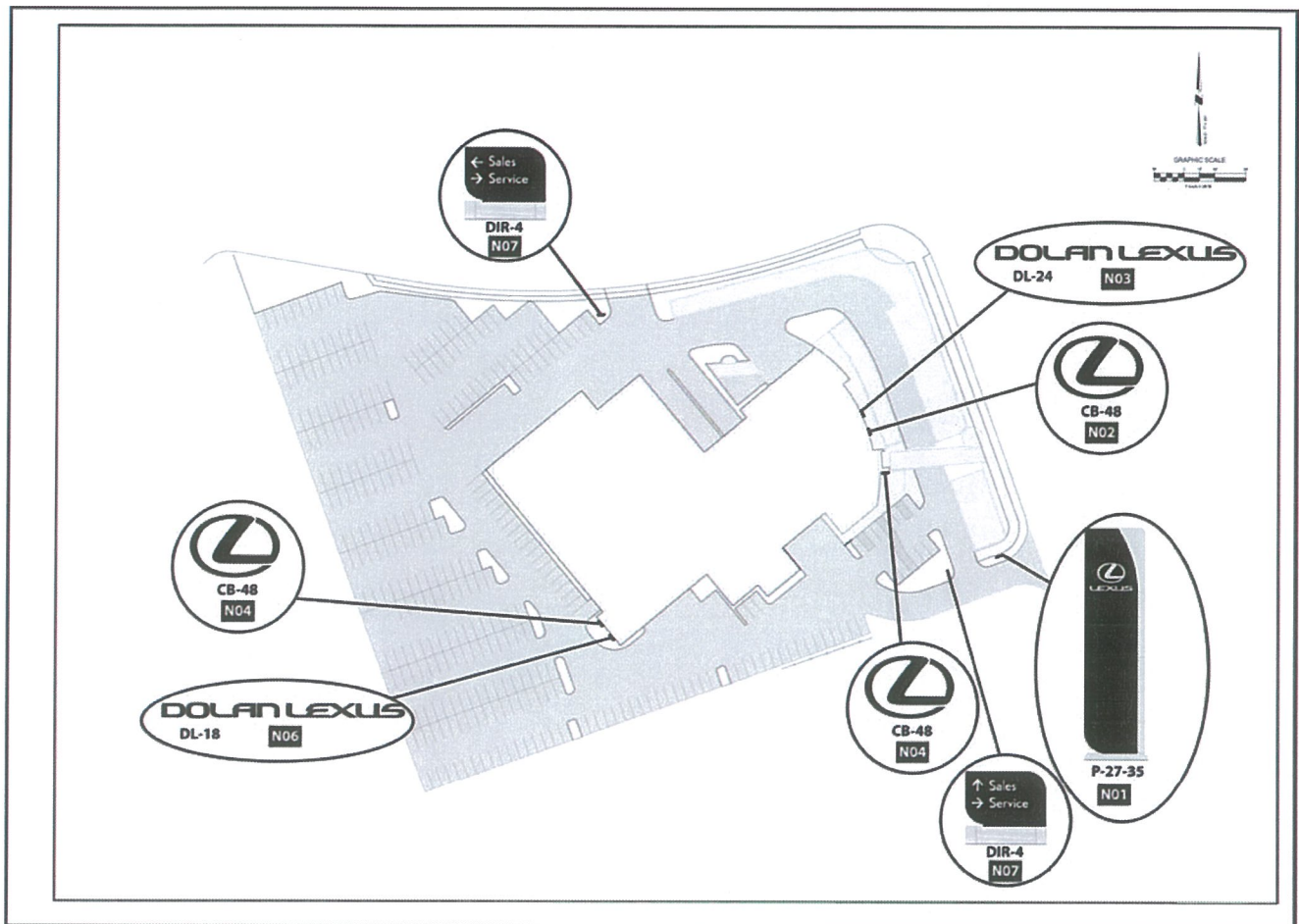


NORTHWEST

LANDSCAPE SITE DATA

SITE AREA, 6.33 AC. 546,090 S.F.
SITE LANDSCAPE AREA REQUIRED, MU-SVT00 - 20%: 55,277 S.F.
PARKING REQUIRED: 289 SPACES
INERT LANDSCAPE AREA ALLOWED, 25% OF REQUIRED: 13,819 S.F.
NEW LANDSCAPE AREA PROVIDED: 42,289 S.F.
TOTAL LANDSCAPE PROVIDED: 56,108 S.F.
EXISTING TREES RETAINED: 19 EA.
TREES REQUIRED, LANDSCAPE AREA, 1/300 S.F.: 184 EA.
PARKING AREA, 1/10 SPACES: 29 EA.
TOTAL: 213 EA.
LARGE TREES REQUIRED, 70%: 149 EA.
TREES SHOWN ON PLAN, INCLUDING (18) TREES IN MOVABLE CONTAINERS: 213 EA.
SHRUBS REQUIRED, 1:106 EA.
6 PER TREE: 6 PER TREE: 1,106 EA.
LARGE (5-GAL) SHRUBS REQUIRED, 25% OF REQUIRED: 276 EA.





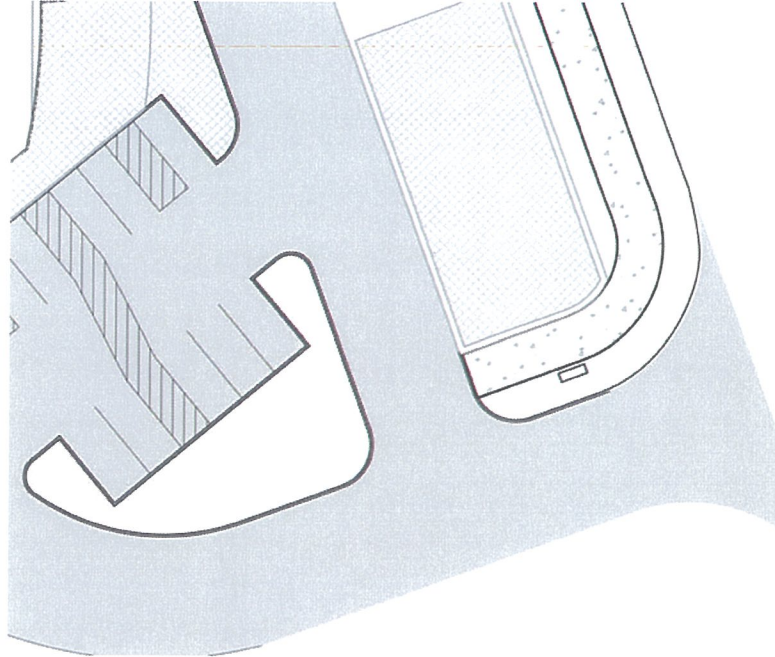
Dolan Lexus
7175 So. Virginia St.
Reno, NV 89511

Inventory Recommendation Detail

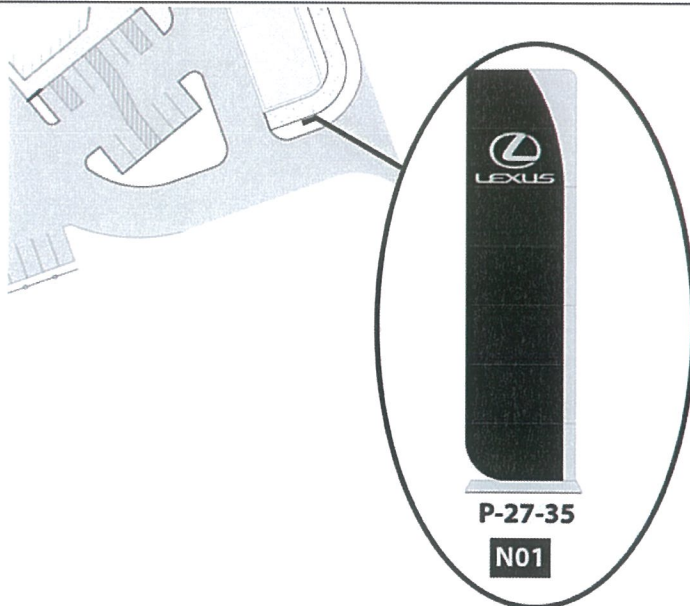
N01

PAGE 2

BEFORE PHOTO



RECOMMENDATION



P-27-35

N01

Proposed Action

New Install

Proposed Sign Type

P-27-35

Remove and Replace

Description

New Install

8'w x 31'h Lexus pylon

Comments

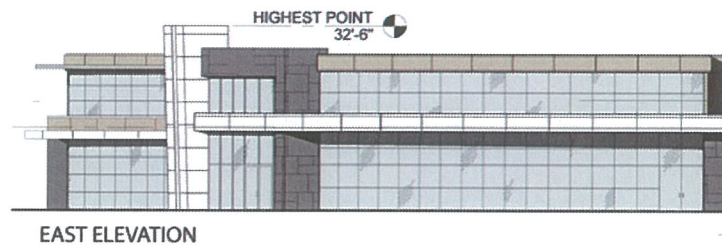
Dolan Lexus
7175 So. Virginia St.
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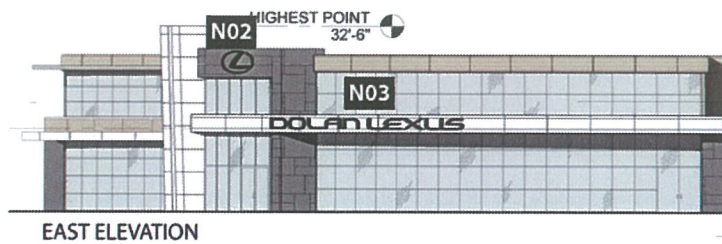
N02

PAGE 3

BEFORE PHOTO



RECOMMENDATION



Comments

Proposed Action

New Install

Proposed Sign Type

CB-48 Logo Only

Remove and Replace

Description

New Install

48" LED Illuminated logo

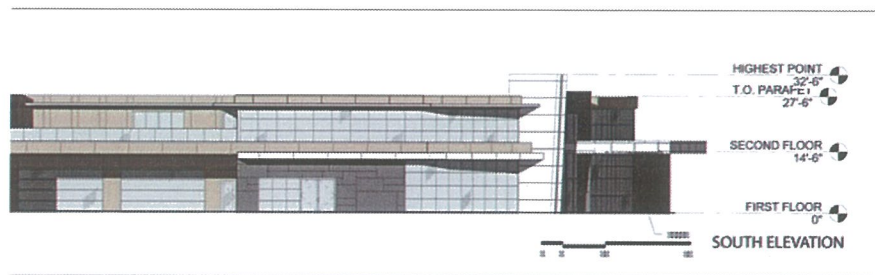
Dolan Lexus
7175 So. Virginia St.
Reno, NV 89511

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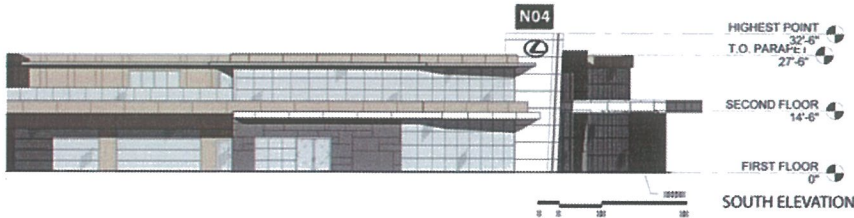
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PAGE 4

BEFORE PHOTO



RECOMMENDATION



Comments

Proposed Action

New Install

Proposed Sign Type

CB-48 Logo Only

Remove and Replace

Description

New install

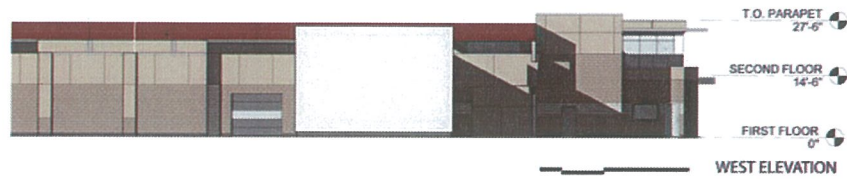
48" LED Illuminated Logo

Inventory Recommendation Detail

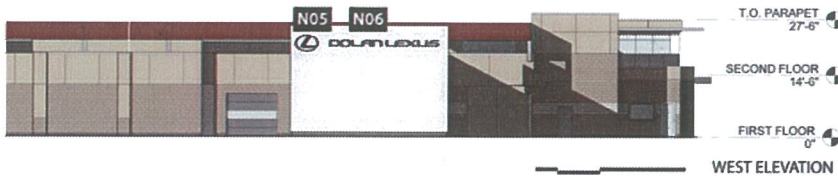
N05

PAGE 5

BEFORE PHOTO



RECOMMENDATION



Comments

Proposed Action

New Install

Proposed Sign Type

CB-48 Logo Only

Remove and Replace

Description

New Install

48" LED Illuminated logo

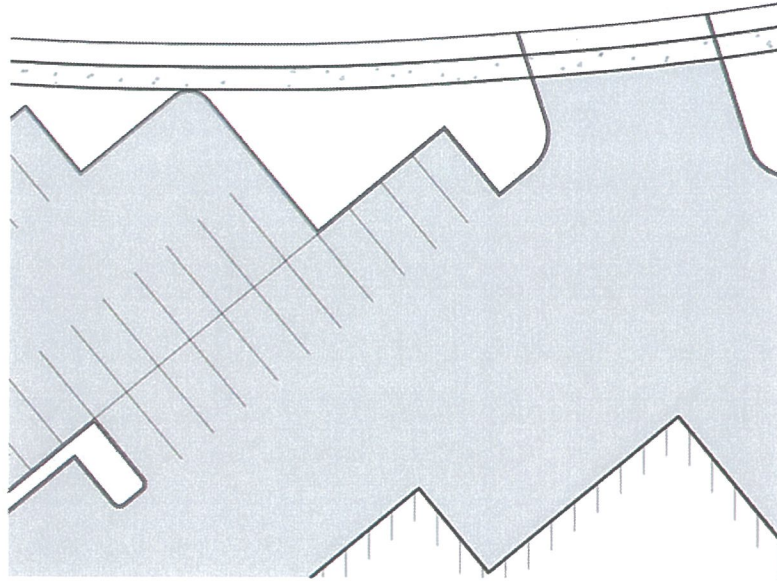
Dolan Lexus
7175 So. Virginia St.
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Inventory Recommendation Detail

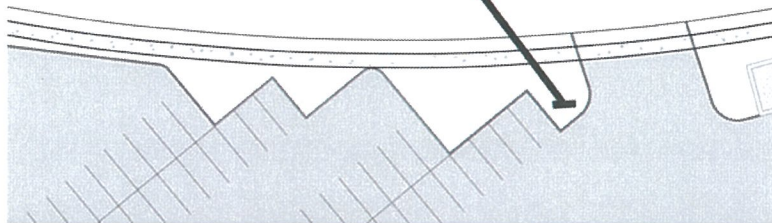
N07

PAGE 6

BEFORE PHOTO



RECOMMENDATION



Comments

Proposed Action

New Install

Proposed Sign Type

DIR-4

Remove and Replace

Description

New Install

3'-7 1/8" h x 4' w
Illuminated directional